

February 20, after some trouble in assembling her crew.

She was recently transferred from Canadian to American registry. She was reported at the time of sailing to have eleven Americans in her crew.

She was commanded by Capt. A. Norberg, a naturalized American citizen, and was loaded with about 2,000 tons of cargo.

The cargo of the ship was provisions consigned from Swift & Co. The ship was valued at \$400,000, and the cargo at approximately \$1,500,000, the line officials announced.

The Algonquin was not armed, the American Star line stated.

After having stated that all members of the crew were Americans, officials of the American Star line checked up their report and said they could not state positively that more than eleven were American citizens.

The members of the crew were: Frank G. Yearney, F. Helmsman, F. De Gorden, M. Ryan, Charles Zuring, F. Morozzo, Allen Hopkins, Charles Schmitz, William Grammer, Robert Hackett, F. Zimmermann, M. Lopez, Manuel Domers, Polito Luna, C. R. Porres, A. Salina, A. Ruiz, M. Repulida, A. Nunez, T. Salazar, Frank Johnson, Alex. Panel, A. Toman and F. Fomerson.

Fomerson and four other men were released from service on February 17, reducing the number of officers and men to 23.

Men Were Paid Bonus.

Each of the men received a war bonus for making the trip, the amount ranging from \$25 to \$100.

The Algonquin was placed under American registry in December by the American Star line, of which John D. Stephenson, the general owner, is a director. The ship was insured for her full value.

Officers of the line said today that the consignment from Swift & Co. alone was valued at \$400,000, and that in addition there was general cargo estimated at about \$200,000.

The chief engineer of the Algonquin was Charles Schultz, a native of Germany, but a naturalized American. Most of the members of the crew, it was said, were naturalized citizens. The line stated positively they were only twenty-three persons aboard, despite the fact that information from London gave the number as twenty-seven.

A list of American members of the Algonquin's crew, with their addresses, as issued at the offices of the American Star line, follows:

F. G. Yearney, 800 Main street, Detroit.

William T. Holmes, Pittsburgh.

Charles Schultz, New York.

E. Zimmermann, Brooklyn.

T. Fomerson, 1905 Park avenue, Baltimore.

Allen Hopkins, Ellsworth, Me.

Other Americans on the crew, but their names and addresses are not available.

CONSULS OPPOSE WAR

Those Returning to Germany Hope for Peace With America.

COPENHAGEN, March 14.—Returning envoys and consuls from America will try honorably to avert war between Germany and the United States. They will advise Foreign Secretary Zimmermann that the Mexican negotiations revealed in the Zimmermann letter to German minister Eckhardt at Mexico City, was a mistake.

These statements were made by a member of the German Embassy party just before leaving for Berlin. The former ambassador to the United States himself would make no comment whatever. Members of his party privately voiced their great regret over the matter.

Bernstorff appeared old and careworn while he was here.

GUTHRIE TRIBUTE PLANNED

Body to Be Brought to America by Japanese Cruiser.

TOKYO, March 14.—As a special mark of honor to George W. Guthrie, American ambassador to Japan, the Emperor is expected to detail a Japanese warship to transport the body to the United States.

The official announcement designating the warship is anticipated with great interest because, broadly interpreted, it will be a special manifestation of friendship for the American nation, especially as Japanese warships are occupied in patrol duty in the Pacific and Indian oceans.

It was unofficially announced that the first-class cruiser Azuma probably would be designated.

Great numbers have visited the American Naval Hospital, where the body lies in state, the closed coffin surrounded with a beautiful wreath from the Emperor. The diplomatic corps sent a silver wreath designed by Japanese artists.

The reception rooms are massed with floral offerings from Japanese dignitaries and Japanese and American organizations. Japanese officers and American military and naval attaches constitute the guard of honor.

SOLOMON RICE BURIED

Funeral services for Solomon Rice, aged sixty-seven, for thirty-five years an employee of Lunsburgh Brothers, who died at his home 1244 Monroe street northwest, Monday of heart disease, were held at the family home this afternoon. The Rev. Abram Simon and the Rev. Louis Stern, of the Washington Hebrew Congregation of isolated. Burial was in the Washington Hebrew Cemetery.

Mr. Rice is survived by his wife, a son, Abram Rice, and a daughter, Miss Grace Rice.

THE WEATHER REPORT.

Forecast for the District of Columbia—Rain tonight. Thursday colder and probably fair; southerly winds, shifting to northwest.

For Maryland—Rain or snow to night. Thursday colder and probably fair; southerly winds.

For Virginia—Rain tonight; warmer in central portion; fresh north west winds.

UNIONS TO BOYCOTT CARS OF W. R. & E.

Central Labor Organization, 60,000 Strong, to Impose Fines for Violation.

UNION IN FIGHT TO STAY

Forty-six Local Bodies Pledged to Stay Off Washington Railway.

A fine of \$3 will be imposed on every union man who is caught riding on a street car of the Washington Railway and Electric Company while the strike is in progress.

This was the statement today of Newton A. James, secretary of the Central Labor Union, with which are affiliated forty-six labor organizations in the District.

Sixty thousand men will walk to and from work in case they are not on the lines of the Capital Traction Company or be carried in jitneys or automobiles.

To Reward Informers.

Half of the fine to be assessed on every unionist detected riding on cars operated by strike breakers goes to the informer. This is believed by Secretary James to be a strong inducement for all persons to be on the watch for offenders.

By resolutions adopted at its last meeting, the Central Labor Union went on record as agreeing to fine every union member the sum of \$3 for every violation of the iron-clad rule of not lending support to a firm or corporation that employs strike breakers or denounces unionized labor.

Secretary James stated today that thus far no reports had reached him of violation of the rule.

"We are in this fight to the finish," declared Secretary James, of the Central Union, this morning.

"Imported strike breakers are not throwing terror into the hearts of the strikers. They have stuck to their decision nobly and the union proposes to do all in its power to aid them."

Thousands Pledge Support.

Officials of labor unions said today that in addition to the army of 60,000 men and women who will boycott the company during the strike, thousands of citizens, in sympathy with the strikers, had pledged their support and would not patronize the line.

William F. Ryan, head of the brewery workers, and W. W. Keeler, president of the local machinists union, are two labor leaders who have conferred with officials of the central body this week with a view to organizing unions to boycott the company that refused recognition to the union.

Unions in Boycott.

The forty-six Washington labor unions, affiliated with the central organization, embrace workers in practically every form of employment. They are as follows:

Bakers and Confectioners, No. 118; Bakery Employees, No. 33; Barbers, No. 238; Bartenders, No. 428; Blacksmiths and Helpers, Local 217; Boilermakers, Iron Shipbuilders and Helpers of America; Bookbinders, Local No. 4; Boot and Shoe Workers, No. 489; Brewery Workers' Local Union, No. 48; Bridge and Structural Iron Workers, No. 5; Brotherhood of Carpenters and Joiners, No. 132; Carpet Mechanics, Local No. 5; Cigar and Wagon Workers, No. 12; Chauffeurs and Hack Drivers' Union, Local 118; Cigar-makers' Union, No. 110; Electrical Workers, International No. 110; International Brotherhood of Electrical Workers, Local No. 145; Electrotype Molders and Finishers, No. 17; Elevator Conductors' Protective Union, No. 14585; Elevator Constructors, No. 10; Engineers, Hoisting, No. 77; Engineers, Stationary, No. 69; Engraved Steel and Plate Finishes, No. 846; Federal Employees' Union, No. 14632; Federal Labor Union, No. 12774; Federal Workmen's Union, No. 14944; Firemen, Stationary, No. 63; Garment Workers, United, No. 11; Great Cutlers, Washington branch; Horseshoers' Union, No. 17; Ice Cream Wagon Drivers and Helpers' Union, Local 131; International Molders' Union; Laborers' Protective Union, No. 1087; Laundry Workers, Local No. 110; Machinists, Columbia Lodge, No. 174; Machinists, Washington Lodge, No. 193; Marble and Slate Cutters, Interior, No. 5; Milk Wagon Drivers' Union, No. 110; Mill Workers' Local, No. 1894; Moving Picture Machine Operators' Protective Union, Local No. 224; Musicians, No. 161; Navy Yard Helpers; Painters, No. 368; Paperhangers' Local, No. 429; Pattern Makers' Association; Photo-Engravers' Union, No. 17; Plate Printers, No. 2; Plumbers, No. 5; Press and Feeders' Union, No. 42; Printers' Union, No. 12; Railway Car Men, Frigate of Potomac Lodge, No. 313; Retail Clerks, No. 262; School Custodian and Janitor, 14,596; Sheet Metal Workers, No. 742; Steam Fitters and Helpers, No. 692; Stone and Building Laborers' Union, Local 46; Stone and Marble Cutters; Stonemasons, Typewriters, Hookkeepers, and Assistants' Association, No. 11,779; Street Car Men's Union, Division 689; the High School Teachers' Union of Washington, D. C., No. 8; Theatrical Stage Employees' International Alliance, Local 22; Typographical Union, Columbia, No. 101; Upholsterers' Union, No. 58; Wood Finishers, Local No. 1,053; Washington Building Trades' Council; Yeast Workers' Union, No. 14,639.

RAIDER SINKS JAP SHIP

Destroyer of Fukai Maru Lurked for Weeks Near Ceylon.

TOKYO, March 14.—Official announcement of the presence of a German raider in the Indian Ocean preceded receipt of dispatches here to day detailing the destruction by the craft of the unidentified steamer Fukai Maru, en route to India.

Australian naval authorities were quoted in advices here today as detecting a German raider, equipped with aeroplanes, had been lurking in the vicinity of Colombo, Ceylon, since the latter part of February.

Japanese official statements said a big Anglo-Japanese fleet was scouring the ocean for the raider, and all shipping has been warned.

DESERTIONS ARE REPORTED

Officials Say Seven Strikers Have Resumed Work.

Officials at the East Capitol and Columbia car barns said at noon today that more cars than required by the regular schedule were being operated from those points and that extra cars would be put on for the rush hours this evening.

It was stated that seventeen cars, more than the scheduled number, were sent from the Columbia barn and that ten extra cars were on the Mt. Pleasant and Georgetown lines.

Railway officials said that five men working out of the East Capitol barn had deserted the strikers and had reported back for their job, while two strikers had returned to the Columbia barn, after renouncing their allegiance to the union. It was admitted by union heads that two union men at the Columbia barn had been "deserted," but they denied that any of the East Capitol barn men had deserted.

Several cars with broken windows and fenders arrived at the barns this morning, but none was seriously damaged, according to officials.

ONLY ONE DISORDER REPORTED AT NIGHT

Police Investigating Stoning of Car on Four-and-a-Half Street Line.

With police on the alert through out the city to put down riots only one case of disorder was reported this morning as a result of efforts of the Washington Railway and Electric Company to operate its cars after midnight.

Reports of company officials vary widely from those of the police on the stoning of south bound car No. 618, on the Four-and-a-half street line between Maine and Missouri avenues at 8 o'clock last night.

Three Fatalities.

According to the report turned in at the company's main office from the O street car barn, which is under charge of Supt. W. S. Ballinger, three of ten women passengers on the car fainting when it was attacked by strikers.

One woman, who refused to give her name to the company's agent, was struck by a brick. She was not seriously hurt and declined, it is said, to go to a hospital for treatment.

James Fitzgerald, said to be a strike breaking motorman from New York, was cut on the hands by flying glass. He declared he put on full speed when stones crashed against the windows of the car and outdistanced his pursuers.

Fitzgerald told his story to a group of reserve car men at the O street barn.

"I put on speed when the first brick struck the car. I ran away from the strikers."

"Five windows were broken by stones and bricks."

"About fifteen men hid behind trees and when the car came by they showered missiles at it."

"One of them—a stone—knocked out the glass in the front door and a piece of it struck me on the hand. I was hot cut badly."

Stops Car When Women Screamed.

"The women screamed and I stopped the car."

"When I saw the strikers advance from behind the trees I thought some thing serious might happen. So I threw on full speed and outdistanced them."

Sam Jampeo, of New York, the conductor, declared he was not hurt.

Police reserves, who were only a few blocks away, answered a riot call, and dispersed the strikers, who had gathered on Missouri avenue.

No one was arrested.

Reserves from three precincts were called to Eleventh and O streets and shortly after 1 o'clock last night to scatter a crowd of several hundred unionists and sympathizers. They had gathered around two cars of the Anacostia line which had stalled. No violence was attempted, the police stated.

Many Lines Obstructed.

Plain clothes detectives reported to Inspector Grant they had found scraps and iron and other obstructions in slots on various lines on the tour last night.

An extra number of reserve strike breakers was held at the O street barn following last night's attack on a Four-and-a-half street car.

"We expect no trouble from them today," said Superintendent Ballinger. The official claimed a 60 per cent increase in cars on the O street line. The full number of cars in ordinary hours, twenty-two, was running at noon today, he said.

This number will be increased ten cars at the rush hour this afternoon. Superintendent Ballinger declared he has enough men to man the cars properly when the extra cars are placed in service between 4 and 7 o'clock this evening.

The first car left the barn two minutes late this morning. The starting time is 5 o'clock. Yesterday morning not a car moved from the barn until 6 o'clock.

Following last night's attack, there was no assembly of strikers at the O street barn this morning. A few stood around in groups, discussing the turn events had taken, but the crowd of yesterday was missing.

GOT AWAY WITH IT

Passenger Worked Off Transfer Check Issued Two Years Ago.

If the nursery at your home happens to contain any out-of-date transfer slips that the baby has finished playing with, they may save you nickels right now.

COMMUTERS PLAN TO DEMAND-REBATE

Claim They Are Unable to Use Monthly Tickets Because of Strike.

WORKING GIRLS AFFECTED

Protest to Be Made to Both Interstate and Maryland Utilities Boards.

Commuters on the lines of the Maryland division of the Washington Railway and Electric Company are considering an appeal to the Interstate Commerce Commission and the Maryland Public Utilities Commission to secure a rebate from the company for unused March commutation tickets.

Hundreds have been unable to use their tickets because of the strike, it is declared, and they want their money back. An appeal is to be made to the company, but interested commuters are not optimistic.

Hardship on Girls.

Commuters declare working girls, making a small wage, are being compelled to use Baltimore and Ohio train service, paying a minimum fare of 36 cents a day, which is the rate from Hyattsville and Riverdale, though they had purchased commutation tickets on the electric line.

The Washington Railway and Electric Company provides, however, in a contract on the ticket cover that it is "not subject to any redemption value whatever or rebate from any cause," and that the company "reserves the right to change its schedules or service without notice."

Claim Jurisdiction.

Commuters claim that, despite the decision in the Omaha railway case, the Interstate Commerce Commission has no jurisdiction in the case because the line is an interurban line as well as an interstate line giving through service, and operating from Maryland towns to the heart of the city.

They point out that the Commission exercised jurisdiction in the Virginia lines, reducing fares to Del Ray and to points on the Washington, Alexandria and Mt. Vernon, and now has under consideration the question of jurisdiction over transfer traffic of the Washington and Old Dominion and Capital Traction Companies.

Wage-earners in Washington who used the Maryland line declare that they were refused to join the union because of their use of commutation books. It was pointed out that men employed at the Government Printing Office, if laid, lose a quarter of a day's pay, and that in other trades men lose a whole day. Consequently, they could take no chance on irregular service on the City and Suburban cars.

HAS NORMAL APPEARANCE

Pickets Only Indication of Strike at Eleventh Street Barn.

Pickets of the striking car men, gathered in a nearby restaurant, were the only signs that a strike was in progress at the Eleventh street car barn, Eleventh and W streets northwest, this morning.

Cars were regularly at six-minute intervals, the schedule maintained on this line during non-rush hours, and the starter said there were twenty-three crews at work, an increase of five over yesterday.

Leaves At 5 O'clock.

The first car left the barn this morning at 5 o'clock, the earliest hour since the beginning of the strike.

The pickets in the restaurant, sheltered from the pouring rain, were busy all morning marking down with paper and pencil the time of each car's passing, and keeping ever watchful eyes on the front and rear platforms to see that no union men had returned to work.

Only Three "Old Men."

So far, they say, only three "old men" are working on this line. One of these is an old motorman who has been in the employ of the company for years, another is a shop man and another a young conductor who started working for the company last year.

Leaders of the car men stationed at Eleventh and W streets are still inclined to believe there is liable to be damage done to the street cars or car lines at night by men not connected with the union. They maintain, however, that this violence will not come from striking car men.

EXPECT NEW PAPAL MOVE

Observers in Rome Predict an Allocation on War March 22.

ROME, March 14.—It is still asserted in Vatican circles that the Pope will not include in the allocation which he will deliver in the Consistory of March 22 any political passage; but it is believed that this is done in order not to arouse expectations, and that the Pontiff is really preparing a new and important movement regarding the international situation.

Those who hold this view, point to the long conversations which the Pope has had with the two English Cardinals, Gasquet and Bourne, the latter having remained in Rome for about four months, despite pressing affairs urging his return to his work at Westminster. The Pope has also conferred with Mgr. Billot, a French Cardinal; with Mgr. Fubini, a German Cardinal living in Rome, and also Father Tommaso Reuter, ex-general of the Capuchin Order, director of the office collecting information about prisoners in all the belligerent countries.

A man boarded an F street car at a prominent transfer point this morning and tendered the conductor a transfer that had "1915" spread across the face.

"This transfer ain't no good," the conductor said, "it's two years old."

"They might do it that way where you buttoned in from," replied the passenger, "but this is Washington, and that's the number of the car that I got this transfer on."

And he got away with it.

WEATHER HURTS BOYCOTT

Suburbanites Find Highway Travel Very Strained.

An irregular downpour of rain, interspersed with snow, converting certain streets of the city into a series of puddles, and making the suburban roads almost impassable for pedestrians, has driven thousands of sympathizers of the striking street car men to again make use of the Washington Railway and Electric cars which they boycotted earlier in the week.

For the first time since the strike was called on Monday morning, practically every suburban car coming into the city from the outlying points was crowded today. On the City and Suburban line, penetrating the Hyattsville-Mt. Rainier sections, owners of commutation tickets which must be used during the month in which they were purchased, today returned to the cars which they had refused to use at the beginning of the strike, and crowded them.

In Anacostia, Brightwood, Eckington, and Tenleytown, residents who had been walking distances varying from a few to many blocks in order to take a Capital Traction Company car rather than ride on a Washington Railway and Electric Company car, returned to the latter today, and as a result, nearly every car was crowded to capacity.

Brightwood residents, who had been walking to the Fourteenth street line of the Capital Traction Company, found the rain of the early morning disagreeable, and a majority of them, unable to catch jitneys, rode on the Washington Railway and Electric cars.

FEDERAL EMPLOYEES TO ASSIST STRIKERS

Various Divisions of Union to Take Action to Aid Car Men's Cause.

Some of them are working several hours overtime now, but the average remains "on the job" twelve hours. It is said the men are glad to get the extra pay, and ask to work rather than grumble about it.

Some of the older men, unable to stand the fatigue of long hours, are permitted to select their "runs" and practically choose their own working hours.

Men Glad to Work.

Before the strike, during the rush office hours, there were 112 cars on all the lines of the Capital Traction Company. All today, 22 cars, or all but one, are at the company's closed cars, free of charge. Formerly, middle class showed 100 cars running on the lines of the Capital Traction.

It is stated that summer cars probably will not be put in use until the usual time, because the tracks are crowded with the cars which can be conveniently accommodated. The people could not be served any better, Mr. von Culin said, by the addition of extra cars.

Cars Run in Groups.

At some of the more congested spots, it was necessary to run cars through in groups of two or three to relieve traffic conditions.

The headway maintained by cars now on the Capital Traction would be rather hard to determine definitely, it is stated. Several cars are sent out by one route and return to the barn by another, that various crowds may be taken care of. The Fourteenth street, Florida avenue and Pennsylvania avenue lines are maintaining the closest headway available, it is stated.

Some of the other less used routes could be more closely covered, but it is not thought necessary.

DYNAMITE CAPS ON TRACK

Man Arrested After W. R. & E. Car Explodes Then.

Charged with violating the town ordinance of Mt. Ranier by placing dynamite caps on the tracks of the City and Suburban line of the Washington Railway and Electric Company, a man giving his name as Henry Thompson was arrested by the town authorities last night and taken before Justice of the Peace Klein.

Because the explosive did no damage to the company's property, Justice Klein released the man with the understanding that he was to leave the town immediately.

The explosion occurred when the wheels of the car struck the dynamite cap and threw the car crew and the passengers into a panic for a few moments.

Klein said he never had been employed by the street car company. He said he was not a resident of Mt. Ranier. He refused to further identify himself.

OLD MASTERS GO ON BLOCK

Works From Halsey Collection, Valued at \$50,000, to Be Sold.

NEW YORK, March 14.—Fifty thousand dollars worth of old masters from the collection of Frederick R. Halsey will be auctioned off at the Anderson Art Galleries beginning today.

This is the seventh section of the Halsey collection to be sold. It will bring the total sales from the collection to nearly \$400,000, or more than \$100,000 greater than any similar sale on record. Other sales from the collection later probably will bring the total close to \$1,000,000.

Among the most interesting of the old masters on sale today are "Christ Healing the Sick" and "Christ Before Pilate," by Rembrandt; "Cathedral of Praganza," by Verelstia; "Maria" and "Olive Crumpled," by William Fairthorne, one of the most celebrated of the seventeenth century portrait engravers, all exceedingly rare specimens, are in today's selection.

CHILTON ASKS INQUIRY

Former West Virginia Senator Wants Senate to Probe Election.

Former Senator William E. Chilton, West Virginia, Democrat, today asked for a Senate investigation of the last election in which he was defeated by Howard Sutherland, Republican.

Chilton had contested the election in the West Virginia courts which ruled against him yesterday.

Senator Simmons presented Chilton's request for an investigation.

TO PREVENT THE GRIP

Colds cause Grip—Laxative Bromo Quinine removes cause. There is only one "BROMO QUININE."—E. W. Grove's signature on box. 25c.—Adv.

CAPITAL TRACTION CO. BEING KEPT BUSY

Running 15 Per Cent More Cars for 25 Per Cent More Passengers.

NO MORE MEN EMPLOYED

Many Working Overtime, But They Are Glad to Get Extra Money.

The Capital Traction Company today is running about 15 per cent more cars than were operated before the strike, and is carrying approximately 25 per cent more passengers. Elton von Culin, superintendent of traffic of that company, said today.

No more men have been employed by the Capital Traction Company to meet the strike exigencies, it is stated. The last man was employed by that company March 9.

There are now from 610 to 620 conductors and motormen. Some of the men are working hours overtime daily. The average day of the street car employees before the strike was ten hours.

Men Glad to Work.

Some of them are working several hours overtime now, but the average remains "on the job" twelve hours. It is said the men are glad to get the extra pay, and ask to work rather than grumble about it.

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Some of the other less used routes could be more closely covered, but it is not thought necessary.

Why Be Bald

Tells How to Stimulate Growth of Thick, Lustrous Hair.

A luxuriant head of hair is God's birthday gift to every man—to every woman. If your hair is thinning out, splitting, prematurely gray, brittle, difficult to comb, full of dandruff, and your head itches like mad, it's a pretty sure sign the hair roots are diseased and quick action should be taken. Don't wait but go to O'Donnell's Drug Store and get a bottle of Parisian Sage, the really efficient hair grower. Don't say "it's the same old story. I've heard it before." Buy it, try it, and you'll see the difference. It's guaranteed to stop falling hair and itching scalp and remove all dandruff or money back.

The hair falls out and no new hair comes in when the hair roots fail to receive proper nourishment. Parisian Sage contains just the elements needed to grow and sustain hair. It stimulates the scalp vigorously, then it soaks right in and nourishes the famished roots stimulating them to grow new hair, thick and lustrous.

Parisian Sage is also woman's favorite hair dressing, because it makes her hair soft, bright, seem more abundant and easy to dress attractively. It's guaranteed harmless, is inexpensive and easily obtainable at all drug counters.—Adv.

STILTS FREE WITH BOYS' SUITS

AT \$4.98 UP.

Livingston

908 7th St. N. W.

6% Interest on Savings

First-Trust Real Estate Notes

Best and safest securities; will pay